



CITY OF KIRKLAND

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MEMORANDUM

To: Planning Commission

From: Janice Soloff, AICP, Senior Planner
Eric R. Shields, AICP, Planning Director

Date: November 3, 2008

Subject: PUBLIC HEARING FOR COSTCO WHOLESALE PRIVATE AMENDMENT REQUEST,
FILE NO. ZON07-00017

I. RECOMMENDATION

Conduct a public hearing on the Costco Wholesale private amendment request (PAR) to amend the RH 1B zone to allow a gasoline pump facility use as an accessory use to a commercial use in RH 1A. Following the hearing make a recommendation to City Council for a final decision on the matter along with the other 2007 private amendment requests.

II. DESCRIPTION OF REQUEST

The Costco Wholesale private amendment request (PAR) proposal requests the City to amend the RH 1B section of the NE 85th Street Subarea Plan in the Comprehensive Plan and Zoning Code (RH 1B, Section 53.12) to allow a vehicle service station as an accessory use to a commercial use in the RH 1A zone. The code amendment would only apply to property owned by Costco in the RH 1B zone located on the north side of NE 90th Street (see proposed special regulation in Attachment 7).

If the PAR is approved, Costco would submit a development permit for a member's only gasoline pump facility on the existing parking lot on the north side of NE 90th Street in the RH 1B zone (see Attachment 1). Current zoning allows for a vehicle service station use in the RH 1A zone where the existing store is located but not in the RH 1B zone north of NE 90th Street. However, the preferred location for the gas facility is on the north parking lot away from the store's main entrance (see Attachment 2). Under the proposed zoning, the gasoline facility would be classified as a vehicle service station use. Costco gas stations are self serve, only available to Costco members and do not provide any other automotive services or convenience sales.

As a result of the community meetings held over the last year, Costco has incorporated into its development proposal installation of the following pedestrian and water quality improvements as

public benefits to the neighborhood, should the PAR be approved (see July 23, 2008 letter in the August 28th study session packet):

1. Sidewalks on the south side of NE 90th Street along Costco owned property at the corner of NE 90th Street and 120th Avenue NE and between 122nd Avenue NE and 124th Avenue NE. Installation of the sidewalks will likely impact adjacent wetlands and depending on the classification of the wetland may trigger a potential zoning permit review process, review by other public agencies and compensatory mitigation.
2. A painted crosswalk in front of the Church at the intersection of NE 90th Street and 122nd Avenue.
3. Improvements to a trail head at NE 90th Street and 120th Avenue NE.
4. Installation of an oil/water separator on the existing Costco parking lot.

If the code amendments are approved the next step for the applicant would be design review, building permit application and project specific environmental review.

III. SITE CHARACTERISTICS AND SURROUNDING USES

The site for the future gas facility is on the northern edge of the Rose Hill Business District adjacent to I-405 on the existing parking lot used for overflow parking for the Costco store. The parking lot contains an 8' wide recorded public pedestrian easement that runs along the east and north property lines connecting NE 90th Street to Slater Avenue (see Attachment 2). The asphalt pathway is separated from the parking lot by a curb and designated by a yellow painted path. A dense, mature 15' wide evergreen landscape buffer and chain link fence exists along the east and north property line probably planted when the parking lot was originally constructed (see photos in Attachment 3).

To the north is the Woodlands senior apartments zoned PLA 17 (residential zone). To the east are two single family homes containing home occupations also in the RH 1B zone (See Attachment 1). Detached dwelling units are not permitted in the RH 1B zone and therefore, the existing single family homes are considered legal non-conforming uses. Both homes could be redeveloped into more intensive uses allowed in the RH 1B zone, however surrounding wetlands or buffers constraints may limit the maximum development potential.

IV. BACKGROUND ON COSTCO PAR REQUEST

In April 2007, Costco submitted the original PAR request to the City as part of the 2007 citizen private amendment process. The Planning Commission recommended to City Council that the PAR not go forward as part of the threshold determination because of the level of public comments received.

In July 2007, City Council deferred the Costco PAR threshold determination and suggested that Costco meet with the community to listen to citizen concerns about the proposal. The Council directed staff to help facilitate the process.

In November 2007 to February 2008, the City hired a consultant to conduct three community meetings with nearby property owners, neighborhood representatives, City staff and Costco to discuss the PAR proposal.

On August 5, 2008 after hearing the results of the community meeting process and Costco's response to the citizen concerns, the City Council made a threshold determination decision that the PAR request merits further study and referred the item back to the Planning Commission for further analysis as part of the other 2007 PAR applications. This packet contains a 2008 letter from Costco describing the proposed public improvements they are offering as public benefits, the final report describing the comments received at the community meetings and Costco's response to the participants concerns.

To view a copy of the August 5, 2008 City Council packet agenda item link to http://www.ci.kirkland.wa.us/_shared/assets/10c_NewBusiness9456.pdf.

On August 28, 2008, the Planning Commission was briefed on the status of the PAR. The Commission raised a number of issues for both staff and Costco to follow up on which are discussed below. To view a copy of the August 28, 2008 Planning Commission packet agenda item link to http://www.ci.kirkland.wa.us/_shared/assets/Costco_Pages_from_SFS_Combined_Part_19660.pdf

V. FOLLOWUP QUESTIONS FROM STUDY SESSION

Below are responses to questions raised at the August study session. Costco's response to comments raised at the community meetings can be found in the final report included in the study session packet.

A. Fiscal Implications of Private Amendment Request

- 1. From an economic development standpoint what are the implications to the city of approving the PAR to allow a gas facility in the RH 1B zone?*

Response According to the City's Finance Department, the motor vehicle fuel tax or "gas tax" is collected by the State as a flat amount per gallon. A percentage of this amount is put into a pool that is available to local governments. The actual distribution is based on population (per capita). For example, if the state collected \$6 million dollars in gas tax and there are 6,000,000 people in the state, Kirkland would receive \$1 for each citizen based on our population. Even if there is an increase in the amount of gas purchases in Kirkland there is no certainty that the City would receive an increase in gas tax revenue.

Costco Wholesale is one of the highest generators of sales tax revenue for the City. Costco estimates that by adding the sale of gasoline, the warehouse store would see a 5%

increase in store sales from gas customers also shopping at the store. Which in turn, the City would receive a share of the increase in sales tax revenue. The City's Finance Department considers this to be a reasonable assumption.

The Kirkland community would also benefit from the public improvements Costco is offering to install in the vicinity of the store. The public improvements proposed are above and beyond what would be required with a development permit. The new sidewalks, water quality treatment, and pedestrian connections are estimated at a minimum of \$355,000.

2. Do we have historical data to show as each new Costco store opens in another city what the revenue changes are to the City? What will be the economic and revenue impacts to the City as a result of the Redmond and Bellevue stores opening?

Response In the final report from the community meeting process, sales at the Kirkland warehouse dropped approximately 18% after the Woodinville store opened in 2004. Sales at the Kirkland warehouse are expected to drop an additional 32% when the proposed warehouses in Redmond and Bellevue open. By adding the gasoline facility to the Kirkland store estimates are that the Kirkland warehouse will see a 5% increase in sales. If the PAR is not approved, Costco customers may choose to visit a Costco store in another city with a gas facility resulting in lower sales at the Kirkland store and therefore less sales tax revenue to the City.

B. Storm drainage issues related to the gas facility and in the vicinity of Costco

1. Will a gas facility use affect the properties containing wetlands in the vicinity of the Costco store or Forbes Lake?

Response: No. The gas facility will be constructed on an existing paved surface and therefore no increase in the amount of surface runoff is expected. The gas facility will need to meet current storm water standards (see below). The under canopy surface drainage would be directed to the sanitary sewer.

2. What on-site storm drainage improvements will Costco be required to install?

Response: At the community meetings, concerns were raised about impacts to the Forbes Lake drainage basin. According to the Public Works Department, a new gas facility would be required to install a fuel spill control system and meet current design standards per the King County or DOE surface water design manual. This will be evaluated with a future building permit application.

In response to comments raised at the community meetings, to improve existing water quality in the basin, Costco has agreed to retrofit the existing parking lot in front of the store entrance with a new water quality treatment vault. To codify this, a special regulation is included in the enclosed draft code amendment text.

3. Draft code amendment special regulation #5. refers to "basic water quality treatment". What does that mean?

Response: According to the City's storm water utility staff, this term is from the 1998 King County Surface Water Design Manual, and means choosing a facility type from the "basic water quality menu" in the manual. Generally these facilities are designed to provide 80% removal of Total Suspended Solids (TSS), the idea being that metals, oil and grease (in low concentrations), and other pollutants are closely associated with suspended sediments in storm water.

4. What can be done for the property owners who have wetlands on their property and contend that the Costco gas station may exacerbate their drainage issues? What is the status of the mediation process with this group?

Response: In April through July of this year, Public Works and Planning staff met with owners of three properties south of Forbes Lake to discuss their concerns about storm water impacts. Our discussions were facilitated by staff from the Bellevue Neighborhood Mediation Program. The property owners expressed their view that Kirkland had allowed development up-stream and in the vicinity of Costco to occur without proper storm water controls, resulting in significant increases of water on their properties. At the same time, regulations were adopted to restrict development in critical areas, resulting in a loss of development potential and property value. City staff agreed that storm water previously had been poorly regulated and acknowledged the critical area limitations on development, but also provided some evidence that the properties were likely wet before human settlement. We did not come to an agreement on the blame for the situation or on specific solutions. However, we did compile a list of potential actions and agreed to discuss and evaluate these. Staff believes that there are serious limitations to many of these. Because no single action is likely to work for all of the properties, we agreed that it would be better to address issues with property owners individually. Following is a summary of the potential actions we identified:

- Open the water course extending from the end of the culvert at the intersection of NE 90th St. and 120th Ave. NE to allow storm water to flow more directly to Forbes Lake rather than spreading across the wetlands;
- Adopt and implement a comprehensive watershed management plan;
- Conduct a wetland boundary determination using an impartial mutually agreeable wetland biologist;
- Consider a private amendment request to change the Comprehensive Plan and Zoning Code to allow more intensive development on the upland portions of properties in the RH 1B zone that have critical area restrictions;
- Adopt a transfer of development rights program to allow properties restricted by critical areas regulations to sell development rights to properties in other areas of the City;

- Dedicate City property as a wetland mitigation bank. Owners of properties with serious critical areas restrictions would be allowed to develop within critical areas to a greater extent than normally allowed if they make compensatory mitigations within the City mitigation bank;
- Purchase land to add to a public nature park south of Forbes Lake.

A memorandum explaining the above ideas in more detail is being prepared for the City Council. A copy of the memo will be forwarded to the Planning Commission prior to the public hearing on the Costco PAR.

C. Potential Traffic Impacts, Parking and Site Circulation Issues

1. *Costco is using data from their other existing gas facilities. How can the traffic data be validated?*

Response: A traffic impact analysis from Transpo was submitted in August 2008 and included in the August 28, 2008 Planning Commission study session packet. The report analyzes the potential traffic impacts and parking analysis of the proposed gas facility. In response to questions raised at the Planning Commission study session, Transpo submitted supplemental information dated October 27, 2008. The report provides a comparison of the trip generation of the proposed Kirkland location with other local Costco fuel facilities (See Attachment 5).

To summarize the report findings, the proposed gas facility is estimated to generate 2,775 daily vehicle trips (365 AM peak and 390 PM peak trips). Excluding the internal trips between the warehouse and the gas station, the project would generate approximately 970 daily (150 AM peak and 150 PM peak) net new vehicle trips (75 entering and 75 existing).

Transportation Engineer Thang Nguyen with the Public Works Department evaluated the report and agrees with the trip generation estimates (see his memo dated October 31, 2008 in Attachment 4). Six off site intersections and the project driveways were analyzed for traffic impact and concluded that they will operate at an acceptable level of service (LOS) as a result of the new gas facility. A "sensitivity analysis" was completed to evaluate a worse case scenario by doubling the figures. The result indicated that the intersections would operate with a slight increase in vehicle delay but at an acceptable LOS.

2. *Is the trip generation data out of date because the figures do not take into consideration the high gas prices?*

Response Traffic count comparisons from between the proposed Kirkland facility and Aurora Village, Woodinville and Issaquah locations were taken on September 24, 2008 during pm peak hour at a time when gas prices were \$3.70 per gallon. See page 6 from the Kittleson and Associates analysis in the Transpo supplemental report. The conclusions of the ratio of trip rates to number of fueling positions found that economic

conditions and gas prices have not resulted in significant change in the current activities of the Costco fuel stations.

- 3. Compared to other Costco gas facilities will this facility see an even higher traffic volume because of the close proximity to residential neighborhoods?*

Response No. The close proximity of the future gas facility to Kirkland's residential neighborhoods will not result in a greater proportion of traffic impacts to the surrounding streets. The traffic reports do assess the impact of a future gas facility on surrounding intersections and conclude that there will be minimal cut through neighborhood traffic impacts. Existing traffic calming devices on 128th Avenue NE and NE 90th Street are also in place to discourage cut through traffic.

- 4. Has Costco looked at other locations on the subject property or property across the street to locate the gas facility? What is the best location on the north or south side of NE 90th Street?*

Response The supplemental report discusses the pros and cons of locating the gas facility at other locations on Costco owned property, such as the main parking lot in front of the store entrance and the lot across the street on 120th Avenue. Locating the gas facility in the main parking lot would "exacerbate congestion" at the store entrance by creating conflicts with cars and pedestrians, remove prime parking stalls near the entrance and force customers to walk further with more potential interactions with pedestrians and vehicles. The west side of the main parking lot was evaluated and while this location is allowed per code in RH 1A, the area is not ideal because it would remove parking stalls. In addition, delivery trucks also circulate through the area.

The report concludes that locating the facility on the north parking lot will not result in queuing lines impacting NE 90th Street. The north parking lot is the best location because it is furthest from the main entrance, causes the least impact on pedestrians by reducing prime parking stalls near the entrance, and least amount of conflict between pedestrians and vehicles traveling to the proposed gas facility. The driveway at the NE 90th Street intersection was evaluated and no specific mitigation would be required.

- 5. As a result of the planned circulation for the gas pumps, will there be a potential conflict between gas customers coming and going to pumps and store customers loading and unloading goods into their cars and backing out of stalls?*

Response Costco's preliminary site plan shows gas customers entering the pumps from the south and exiting on the north (see Attachment 2). As discussed in the traffic memo from the City's transportation engineer, staff recommends that having gas customers entering the pumps on the north via the eastern most driving aisle may be an improved circulation route (Attachment 4). The alternative would also reduce glare from

headlights shining into the residential development to the north. Costco should explore the implications of the recommendation with a future development permit.

6. Would the gas facility trigger improvements to the NE 90th Street access point?

Response The supplemental report concludes that as a result of a new gas facility, no new improvements are necessary to the north parking lot access to NE 90th Street. The NE 90th Street driveway connecting the store to the future gas facility currently operates at a level of service A (with an average vehicle delay of less than 10 seconds and would continue with the new gas station). The report concludes that queues from waiting customers at the gas station would remain on site and not back up to the access driveways on NE 90th Street, impair inbound and outbound circulation, or overflow onto neighborhood streets. Options for improving pedestrian and vehicle circulation at the terminus of NE 90th Street will be evaluated with a future development permit (See Attachment 5).

D. Sufficient Parking

1. With the reduction in parking stalls needed for the gas facility will there be sufficient parking to meet peak parking demand to avoid overflow parking on city streets? Will the loss of parking still meet the City's parking requirements?

Response Yes. The amount of parking currently and with the proposed gas station exceeds Zoning Code requirements. Parking for the Costco store is available in three locations: across 120th Avenue NE (70 stalls), in front of the store entrance (412 stalls), and the north parking lot (234 stalls). A preliminary site plan dated January 2008 shows a total of 716 existing parking stalls for all three parking lots (See Attachment 2). Of the 234 parking stalls that exist on the north parking lot, 34 stalls would be eliminated as a result of the new gas station. In order to minimize loss of parking, the lot would be restriped to 90 degrees. A new total of 200 parking stalls in the north lot would be provided. With the gas facility the new total number of parking stalls will be 682.

The Kirkland Zoning Code for RH 1A establishes a parking requirement for the existing store as one stall per 300 sq. ft. of gross floor area. Based on the existing floor area of 154,006 sq. ft., Costco is required to provide 514 stalls at the 1:300 ratio. With the new gas facility, there would be an excess of 168 stalls per code.

The Transpo traffic study describes the parking demand, how the proposal will comply with the City's parking requirements, and frequently asked questions about potential traffic impacts, parking and site circulation. The only added demand would be one employee parking stall. A peak parking utilization study was conducted resulting in a weekend peak increasing from 75-80% to 90-95% utilization of the northern parking lot as a result of the gas facility. As part of the building permit review for the new gas facility the applicant

would need to comply with road impact fees. As part of the SEPA analysis more detailed traffic analysis may be needed.

E. Pedestrian pathway along east and north property line

1. *What is the current condition of the pedestrian trail that connects the parking lot to the senior housing project to the north and Slater Avenue and who is responsible for maintaining it?*

Response: The recorded easement does not specify who is responsible for maintaining the pathway. The asphalt pathway is defined by a yellow painted marking. Photos in Attachment 3 show the condition of the pathway and gaps in the vegetation along the north property line. Since Costco is adding a new use to this area of the subject property the City could require Costco to improve the pathway.

F. Proposed Public Improvements

1. *Is the portion of parking lot connected to NE 90th Street private property as a result of a street vacation or public street?*

Response: When the original parking lot was developed, a street vacation was granted for the portion of NE 90th Street and 118th Avenue NE in October 1991 (Ordinance 3281) (see Attachment 6). A small pedestrian access easement in NE 90th Street was retained to provide public access from the street to the pedestrian pathway on the east side of the property.

2. *Does Public Works consider the sidewalks and storm water improvements public benefits?*

Response: Yes. The Public Works Department supports these projects. Adding sidewalks to NE 90th Street was a key concern raised by the participants in the community meetings. The sidewalks are also included in the Capital Improvements Plan as an unfunded project. Because wetlands adjoin the public rights of way, any future sidewalk construction would likely trigger KZC Chapter 90 wetland mitigation.

G. Parks trailhead concept at NE 90th Street and 120th Avenue

1. *Is a trailhead planned by the Parks Department at the intersection of NE 90th Street and 120th Avenue? Should Costco's contribution for a Parks trailhead be accepted?*

Response: In response to requests at the community meetings, Costco has offered to install a trailhead for a pedestrian trail connection from NE 90th Street to Forbes Lake. However, no trailhead is planned at that location by the Parks and Community Services Department.

The Parks Department is currently developing a trail and park improvement plan for Forbes Lake however, according to Park Planning Manager Michael Cogle, it is unlikely that the plan will include a trail from the lake to this intersection. As an alternative, the Parks Department has suggested Costco could participate in improvements to a likely trailhead north of the Costco parking lot – just east of Slater Avenue at 120th Avenue N.E. (near the Woodlands Apartments and near the WSDOT wetland mitigation site). The park project is scheduled to be constructed in 2010.

Another option and one that provides a greater nexus between a future development permit for the gas facility and a regulatory condition of approval would be for Costco to allocate their funds to upgrade the existing pedestrian walkway located along the east property line. This could be explored with a future development permit.

VI. CURRENT COMPREHENSIVE PLAN AND ZONING CODE

A. Existing Comprehensive Plan

The NE 85th Street Subarea Plan was adopted in 2001 followed by new zoning regulations for the Rose Hill Business District (RH1-RH-8 zones) and Design Guidelines in 2006 (O-4030, 4031). Policies found in the NE 85th Street Subarea Plan, Land Use, and Economic Development Chapters of the Comprehensive Plan promote strengthening the economic vitality of the Rose Hill Business District.

From a land use standpoint, the Subarea Plan states that the most intensive development should be adjacent to the NE 85th Street/I-405 interchange with the scaling down of development to the north, south and east. Commercial development should not be permitted to spread beyond the existing NE 85th Street commercial area into adjacent residential areas. Along business district boundaries regulations are in place to minimize impacts of commercial development on adjacent residential uses such as requiring larger landscape buffers, limitations on exterior lighting to reduce glare and requiring noise studies for certain uses, and architectural design review.

Policies for the RH 1A area state that the well established, large regional retailer should be allowed to continue (Costco). The RH 1B policies state that new development should be limited to accessory parking for the commercial development in RH 1A or alternatively light industrial uses that generate minimal traffic. Uses that generate high traffic such as most retail uses should not be allowed. The policy goes on to say that all new development in the RH1B zone should observe the wetland and sensitive area regulations.

B. Existing Zoning Code Regulations for RH 1B

The existing Costco store is located governed by the RH 1A zone, Section 53.02 of the Zoning Code. The proposed gas facility would be located in RH 1B zone (Section 53.08).

Current RH 1B General Regulations require new development to comply with lighting standards for the Rose Hill Business District in Section 115.85(2) and a noise study for certain uses if open past 9:00 pm to minimize impacts of commercial uses on adjacent residential zones.

KZC RH 1B, Section 53.10 establishes the permitted uses and related development standards. The types of uses currently allowed in the RH 1B zone are accessory parking for the Costco store, business park uses (wholesale trade, whole sale printing or publishing, light assembly, manufacturing of small scale articles such as electrical equipment, manufacturing of scientific or photographic equipment; packaging of prepared materials, manufacturing of textile, leather products, paper products or plastic products from pre-prepared materials), office use, school, daycare, mini school or mini day cared center, church, assisted living facility, convalescent center or nursing home, public utility, government, facility or community facility. Retail uses are only permitted in the RH 1B zone south of NE 90th St (and only if traffic generation is equivalent to an office use), Maximum building height allowed is 35' above average building elevation.

Depending on a project's size and building height new development must go through the Design Review process which may be an administrative decision with building permit review, or review by the Design Review Board.

To view the RH 1B section of the Zoning Code link to
http://kirklandcode.ecitygov.net/CK_KZC_Search.html

VII. STAFF RECOMMENDATION ON CODE AMENDMENTS

Staff recommends that the Planning Commission approve the PAR proposal and consider the draft text amendments contained in Attachments 7 and 8 and described below:

A. NE 85th Street Subarea Plan Amendments

Staff recommends that text be added to Policy NE85-4.1B to allow the retail sale of fuel on the north side of NE 90th Street and only if ancillary to commercial development in RH 1A (Costco store). Retail sale of gasoline would not be permitted on other properties located in the RH 1B zone (See Attachment 7).

B. Zoning Code Amendments to RH 1B Use Zone Charts

Attachment 8 provides a draft use zone chart for the new use listing. Recommended development standards and special regulations are discussed below.

Use Listing

KZC defines vehicle gas stations as *"a commercial use supplying petroleum products that are for immediate use in a vehicle"* (Section 5.10.965). Staff recommends that a vehicle service station use be added to RH 1B section 53.12 use zone charts and permitted only

as an accessory use to the commercial use in RH 1A. Special Regulations codify the proposed public improvements Costco has agreed to install.

Review Process

Like all other uses in the Rose Hill Business District, staff recommends that Design Review be required. The proposed gas facility would likely trigger administrative design review by the Planning Official rather than the Design Review Board because the building would be less than 10,000 sq. ft. in size and one story (KZC Chapter 142.15).

Development Standards

Staff recommends using the same development standards established for vehicle service stations in other sections of the Rose Hill Business District such as building setbacks, landscape buffer, and maximum building height.

Typically, gas pump canopies are one story in height and therefore, the proposed 30' maximum building height would be adequate. Other uses in the RH 1B zone could go to 35' in height.

Like most transition areas along business district boundaries, staff recommends a landscape category A be required for the gas facility use. This category is the most restrictive landscape buffer requiring a 15' wide landscape buffer plus a six foot high solid fence. While the amount and height of the existing vegetation on the east property line appears to meet the buffer standard no 6' high fence exists along the east or north property line and there are gaps in the vegetation on the north property line. With a future building permit application the existing landscape buffer should be supplemented to bring the buffer up to landscape category A standards in KZC Section 95.40 including adding a solid 6' tall fence.

Sign Area

At the study session, a Planning Commission member asked whether a sign category E, typically allowed for commercial uses, would allow too large of a sign. Staff recommends that the new gas facility use be assigned a sign category E consistent with most retail uses and vehicle service stations in the City. The Planning Commission may want to discuss if the sign category E is acceptable based on the following.

According to Costco, the signs planned for the gas facility include one externally illuminated, 1'8" x 16' long signs (27 sq. ft.) on each side of the canopy fascia for a total of 108 sq. ft. in sign area. The canopies are typically 17'6" in height.

Kirkland Zoning Code Chapter 100 regulates signs based on the type of use, the amount of linear frontage of property, and how many business licenses are on the property. Category E allows building mounted monument or pedestal signs and may be internally or externally lit. For each business operating with a separate business license on the subject

property, each business may have 30 sq. ft. plus the 1.25 bonus mentioned above. An applicant may request a master sign plan for additional sign area.

Based on the linear frontage of the subject property under sign category E staff estimates that Costco is allowed a base sign area of 173 sq. ft.; or with the bonuses, 270.31 sq. ft. of sign area (bonuses are allowed if all the signs are building mounted and not internally illuminated). Under a sign category D, a base sign area of 97 sq. ft would be allowed and under category C: 65 sq. ft.

Staff has not completed a thorough analysis of all the existing signs or number of business licenses operating on the subject property to determine if the amount of signage proposed would meet or exceed the sign requirements. The applicant will need to comply with Chapter 100 sign regulations for any new sign. To minimize impacts to the residential uses to the north and east, staff recommends adding a special regulation prohibiting exterior sign lighting above each sign on the north and east fascia.

VIII. PRIVATE AMENDMENT REQUEST CRITERIA

Certain criteria found in the Zoning Code must be considered when reviewing a private amendment request. In reviewing these criteria the Planning Commission, should focus on the change in land use rather than the specific development proposal.

A. Factors for Consideration: KZC 140.25 establishes that the City must take into consideration but is not limited to certain factors when considering a Comprehensive Plan Amendment. Below is a list of the criteria followed by a staff analysis:

1. The effect upon the physical, natural, economic, and/or social environments.

Response One approach to analyzing the effects of the PAR is considering the similarities between the proposed gas facility and other light industrial or business park uses allowed in the RH 1A or 1B zones and that could be developed on the site. For example a taller (35') office building generating as much or greater new vehicle trips or a warehouse or manufacturing company could be constructed on the site.

The lot is surrounded by a mature evergreen buffer and next to a noisy freeway. If the PAR is not approved, Costco could choose to build the facility in front of the store entrance, which would result in the same impacts. The degree that the PAR will effect the physical and natural environments would be further evaluated with a future development permit and mitigated according through performance standards, impact fees or environmental review.

From an economic development standpoint, approving the PAR would show support for business expansion and help reduce the loss of sales tax revenue from customers choosing to shop at Costco stores in other cities.

2. The compatibility with and impact on adjacent land uses and surrounding neighborhoods.

Response The gas facility is proposed to be located on the north end of the parking lot adjacent to the freeway, farthest away from the low density residential uses to the east, but closer to the apartments to the north.

The gas facility will increase activity, noise, light, and odor adjacent to the residential uses compared to what exists today as an underutilized parking lot. However, the dense, mature landscaping and with the addition of a solid fence will likely screen the gas facility canopies and lights from the residential uses. Any gaps in the buffer on the north property line should be filled in with supplemental landscaping and/or a fence.

Any future development permit for a gas facility would be required to meet the Rose Hill Business District exterior lighting standards (KZC Section 115) intended to minimize light spillage onto residential properties and a noise study if open after 9:00 pm. In addition, staff recommends restricting lit signs on the north and east canopy fascias to minimize glare impacts.

The greatest impact of the PAR will be on increased traffic on surrounding commercial streets (See discussion above and the supplemental traffic information contained in Attachment 5).

In conclusion, Costco contends that the increase in traffic will be shared with customers shopping at the store and buying gas and therefore the increase in traffic will not adversely impact the surrounding neighborhood. It is anticipated that any increase in noise will be muffled by the existing freeway noise. The existing mature landscape buffer will likely screen the view and increased light of the gas facility from adjacent residential uses. Any future development permit would need to comply with existing regulations that are in place to mitigate any potential noise, lighting, and odor impacts of the gas facility.

3. The adequacy of and impact on public facilities and services, including utilities, roads, public transportation, parks, recreation, and schools.

Response There will be no impacts on parks, recreation or schools as a result of the private amendment request. See above discussion regarding potential traffic impacts of adding a members only gas facility use to the RH 1B zone. With the review of a site specific development permit, any adverse traffic impacts would be mitigated. Costco is voluntarily willing to install on- site storm water and off site pedestrian improvements to contribute to upgrading public facilities surrounding the Costco property.

4. The quantity and location of land planned for the proposed land use type and density.

Response See discussion under existing Comprehensive Plan policies.

5. *The effect, if any, upon other aspects of the Comprehensive Plan.*

Response The private amendment request is supported by policies in the Land Use Element and Economic Development elements to promote more intensive development within business districts and near major transportation corridors. If approved no other aspects of the Comprehensive Plan would be affected.

B. Criteria for Amending the Comprehensive Plan: KZC 140.30 establishes the criteria by which a Comprehensive Plan Amendment must be evaluated. These criteria and the relationship of the proposal to them are as follows:

1. *The amendment is consistent with the Growth Management Act including the following relevant Planning Goals:*

Urban Growth: Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

Reduce Sprawl: Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.

Transportation: Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.

Economic Development: Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.

Environment: Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

Public facilities and service: Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

2. *The amendment is supported by the following Countywide Planning Policies on Land Use:*

Policy LU-26 states that land within Urban Growth Areas shall be characterized by urban development.

Policy LU-66 calls for an efficient use of land within the Urban Growth Area and a mix of housing types.

Policy LU-69 encourages infill development

3. *The amendments must not be in conflict with other goals, policies, and provisions of the Kirkland Comprehensive Plan as noted below. The following are relevant goals and policies within the Comprehensive Plan that support the PAR proposal:*

Economic Development Chapter:

Policy ED-1.3: To encourage a broad range of businesses that provides goods and service to the community.

Policy ED-2.4: Consider the economic effects on businesses and the economic benefit to the community when making land use decisions.

Policy ED-3.1: Promote economic success within Kirkland's commercial areas. The Rose Hill Business District along NE 85th Street provides regional and neighborhood services in general retail, automobile sales, high technology, small office parks and housing.

ED-3.3: Encourage infill and redevelopment of existing commercial areas consistent with the role of each commercial area.

ED-4.1: To enhance the competitive advantage of Kirkland businesses.

The Natural Environment Chapter:

Goal NE-1: Protect natural systems and features from the potentially negative impacts of human activities, including, but not limited to land development.

Policy NE-1.6: Strive to minimize human impacts on habitat areas.

The Land Use Chapter:

Policy LU-1.4: Create an effective transition between different land uses and housing types.

Goal LU-2: Promote a compact land use pattern in Kirkland.

Goal LU-4: Protect and enhance the character, quality, and function of existing residential neighborhoods while accommodating the City's growth.

Policy LU-5.2: Maintain and strengthen existing commercial areas by focusing economic development within them and establishing development guidelines.

Policy LU-5.5: Enhance and strengthen the commercial viability of the Rose Hill Business district by implementing the NE 85th Street Subarea Plan. Taller buildings and more intense development is encouraged near the I-405 freeway interchange.

4. *The amendments will result in long-term benefits to the community as a whole, and is in the best interest of the community.*

If the PAR request is approved, the amendments will provide long term community benefits from an economic development standpoint of encouraging a long term business to expand in Kirkland. The community will gain new sidewalks and water quality public improvements that would otherwise not be required by the developer to install. If not approved, the applicant could locate the facility in the RH 1A zone resulting in greater

congestion issues near the store entrance and the public improvements would not be installed.

- C. Criteria for Amending the Kirkland Zoning Code:** KZC 135.25 establishes the criteria by which a Zoning Code Amendment must be evaluated. These criteria and staff's analysis of the relationship of the proposal to them are as follows:

1. *The amendment is consistent with the applicable provisions of the Comprehensive Plan; and*

NE 85th Street Subarea Plan:

Vision for Rose Hill Business District: The proposal would implement the vision for the Rose Hill Business District to support more intensive development closest to the freeway interchange and auto oriented businesses west of 124th Avenue NE.

Goal NE85-2: Assure an effective transition between single-family and multifamily areas by establishing architectural and site design standards for new and remodeled multifamily development.

Goal NE85-3: Enhance the commercial viability of the NE 85th Street Subarea, while minimizing impacts on adjacent residential neighborhoods to the north, south and east.

Policy NE85-3.1: Recognize the economic significance to the City of the major retail uses located in the NE 85th Street Subarea, and cooperate with these business owners to help assure their continued viability, consistent with the other goals and policies of this Subarea Plan.

Policy NE85-3.2: Prohibit individual retail or wholesale uses that occupy more than 65,000 gross square feet in the NE 85th Street Subarea. Note, however, exceptions for Area RH-1a and Area RH-2a as described in Policies NE85-4.1a and NE85-4.2a.

Policy NE85-3.3: Limit commercial development to the NE 85th Street commercial area as defined by the land use designations in Figure NE85-2, NE 85th Subarea Land Use. Except as provided in Policy NE85-3.7, do not allow such development to spread into the adjoining residential neighborhoods.

Policy NE85-3.5: Utilize zoning incentives or other techniques to encourage commercial redevelopment in the Subarea.

Policy NE85-3.6: Upgrade public infrastructure to support commercial redevelopment in the Subarea

Policy NE85-9.4: Install pedestrian improvements at appropriate locations, including sidewalks on the north/south streets leading to NE 85th Street.

2. *The amendment bears a substantial relation to public health, safety, or welfare; and*

Response Any potential impacts to the surrounding neighborhood could be addressed through the existing and proposed zoning regulations, or through environmental review as part of the development permit. The existing mature landscape buffer along the east and northeast property line will minimize visual and aesthetic impacts.

3. *The amendment is in the best interest of the residents of Kirkland.*

Response The PAR request serves the community's interest in the efficient use of land and shows the City's support for a long term business to expand. Locating the gas facility use on the north side of NE 90th Street in the underutilized parking lot is the best location so that the use is separated from the low density uses to the east and the main pedestrian entrance to the store. Without the code amendments the applicant could build the facility on the south side of NE 90th Street or a more intensive, taller development on the north side of NE 90th Street.

Conclusions

The private amendment request meets the decisional criteria for Comprehensive Plan and Zoning Code amendments and therefore, staff recommends that the Planning Commission support both amendments for the following reasons.

Except for impacts to adjacent properties to the east and north, the same impacts generated by the gasoline facility would occur whether the facility is built on the south or north side of NE 90th Street. The north parking lot is a preferred location to minimize congestion near the store entrance. Review of a development permit will require the project to meet all current environmental and performance regulations. If a future gas facility meets all the new development standards such as landscape buffers, lighting standards, noise, traffic impact recommendations and surface water requirements, the project will minimize adverse impacts to the surrounding neighborhood. Adding the public improvements to the private amendment request outweigh the negatives of the potential use for the community. From an economic development standpoint it is in the interest of the city to support the expansion of the existing commercial use in the RH 1A zone by adding the ancillary use in the RH 1B zone.

IX. ENVIRONMENTAL REVIEW

An EIS Addendum to the City's Draft and Final Environmental Impact Statement (EIS) for the City's Comprehensive Plan 10 year Update in 2004 was issued for the draft RH 1B code amendments on September 29, 2008. An addendum is appropriate when the impacts of the new proposal are the same general types as those identified in the prior document, and when the new analysis does not substantially change the analysis of significant impacts and alternatives in the prior environmental document.

X. Public Participation

The public was notified of the proposed private amendment request by the following means:

- Newspaper notices
- Postcards were mailed to property owners and residents within 300 ft of the Costco property
- Public notice on notice board in front of the Costco store
- Costco PAR webpage on the Planning Department website
- Notice sent to North and South Rose Hill Neighborhood Associations
- Community meetings provided in depth public input
- Planning Commission and City Council meetings allowed for public testimony

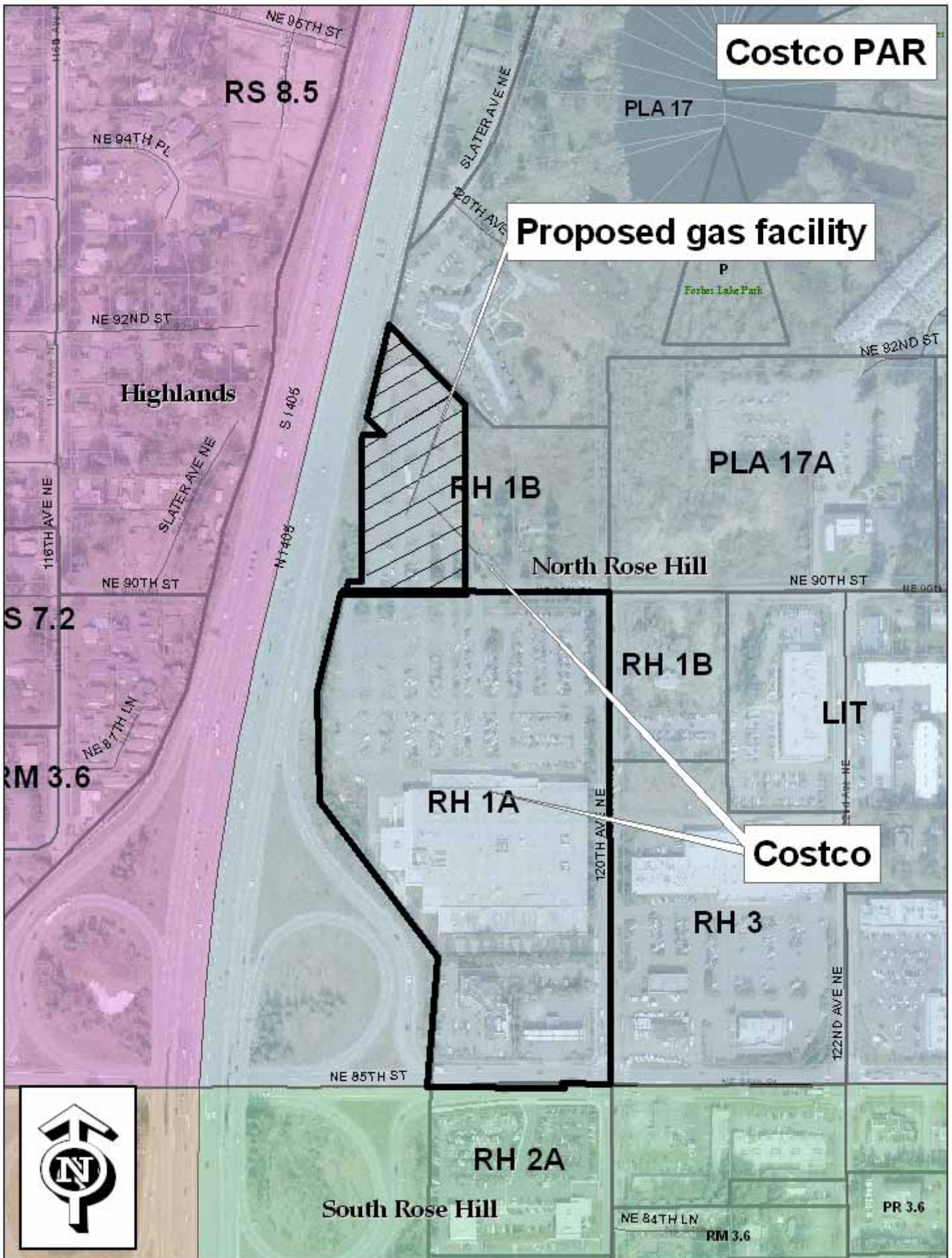
As comment letters are received they are forwarded to the Commission. See two additional letters received since the last study session supporting the Costco gas facility Attachments 9.

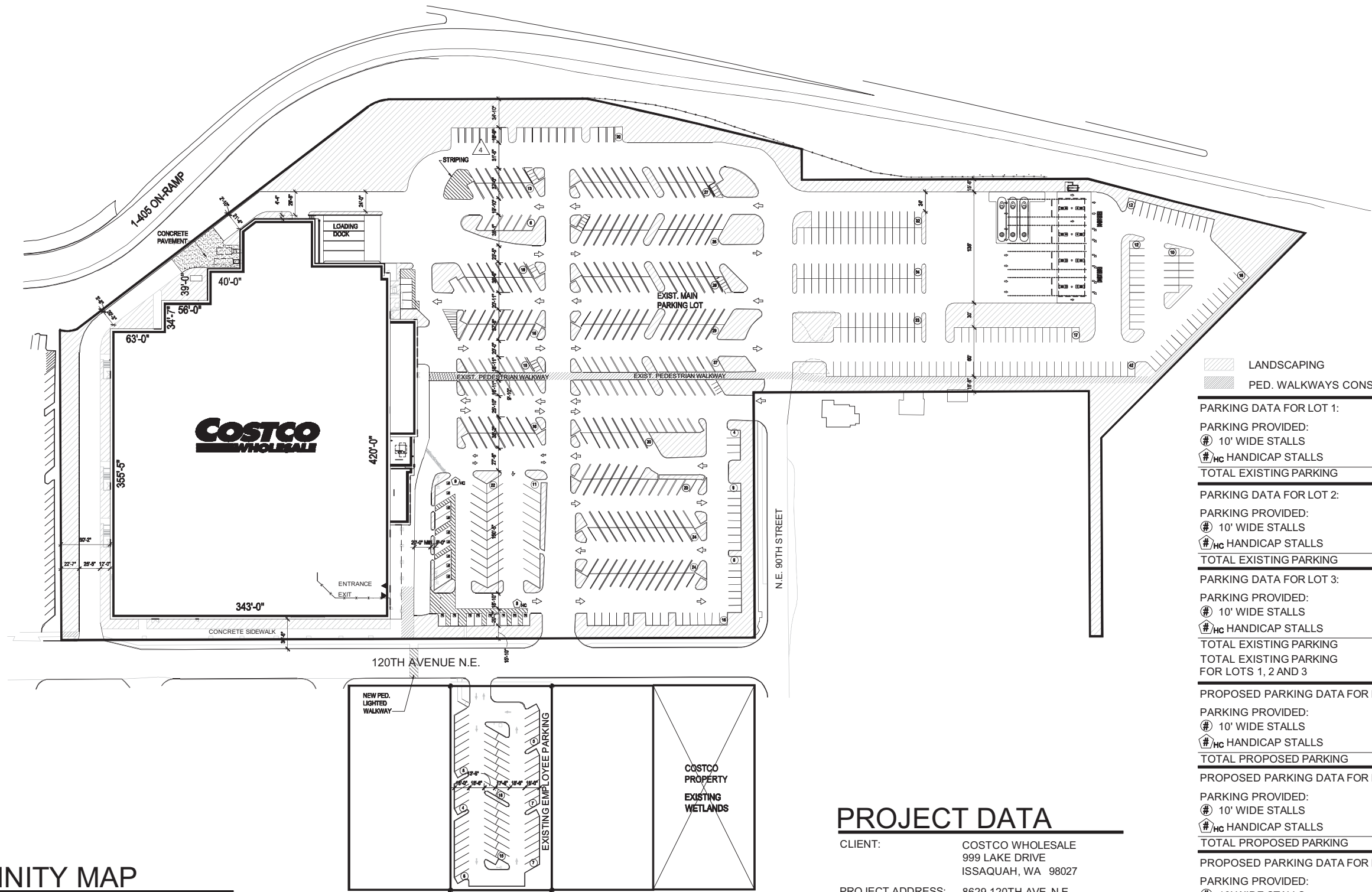
XI. ATTACHMENTS

1. Vicinity map and zoning
2. Proposed site plan
3. Pedestrian pathway photos and views from adjacent property to the north
4. Traffic analysis memo from Thang Nguyen dated October 28, 2008
5. Supplemental traffic report from Transpo and Kiittelson and Associates, Inc. October 27, 2008
6. Street vacation graphic showing portions of vacated NE 90th Street and 118th Avenue NE
7. Draft Comprehensive Plan amendments
8. Draft RH 1B code amendments
9. Proposed signage for gas facility
10. Public comment emails or letters received after August 28, 2008 study session
 - a. Email from Wendy Murakami, October 13, 2008
 - b. Email from Pat Roche, October 12, 2008

Cc via email notification to:

North Rose Hill Neighborhood Association
South Rose Hill Neighborhood Association
Community Meeting Participants
Kirkland Chamber of Commerce
File ZON07-00017





- LANDSCAPING
- PED. WALKWAYS CONSIDERED PERVIOUS

PARKING DATA FOR LOT 1:	
PARKING PROVIDED:	
10' WIDE STALLS	395 STALLS
HC HANDICAP STALLS	17 STALLS
TOTAL EXISTING PARKING	412 STALLS

PARKING DATA FOR LOT 2:	
PARKING PROVIDED:	
10' WIDE STALLS	234 STALLS
HC HANDICAP STALLS	0 STALLS
TOTAL EXISTING PARKING	234 STALLS

PARKING DATA FOR LOT 3:	
PARKING PROVIDED:	
10' WIDE STALLS	70 STALLS
HC HANDICAP STALLS	0 STALLS
TOTAL EXISTING PARKING	70 STALLS
TOTAL EXISTING PARKING FOR LOTS 1, 2 AND 3	716 STALLS

PROPOSED PARKING DATA FOR LOT 1:	
PARKING PROVIDED:	
10' WIDE STALLS	395 STALLS
HC HANDICAP STALLS	17 STALLS
TOTAL PROPOSED PARKING	412 STALLS

PROPOSED PARKING DATA FOR LOT 2:	
PARKING PROVIDED:	
10' WIDE STALLS	200 STALLS
HC HANDICAP STALLS	0 STALLS
TOTAL PROPOSED PARKING	200 STALLS

PROPOSED PARKING DATA FOR LOT 3:	
PARKING PROVIDED:	
10' WIDE STALLS	70 STALLS
HC HANDICAP STALLS	0 STALLS
TOTAL PROPOSED PARKING	70 STALLS
TOTAL PROPOSED PARKING FOR LOTS 1, 2 AND 3	682 STALLS

PROPOSED PARKING:	
TOTAL PARKING DELETED - LOT 2	234 STALLS
TOTAL PARKING ADDED - LOT 2	200 STALLS
NET LOSS	34 STALLS

NO. OF STALLS PER 1000 S.F. OF BUILDING AREA:	
EXISTING	4.9 STALLS
PROPOSED	4.86 STALLS
	4.63 STALLS

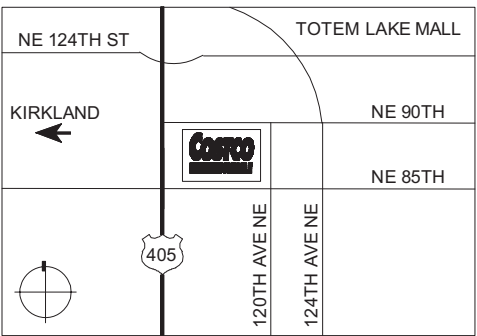
PROJECT DATA

CLIENT:	COSTCO WHOLESALE 999 LAKE DRIVE ISSAQUAH, WA 98027
PROJECT ADDRESS:	8629 120TH AVE. N.E. KIRKLAND, WA 98033

ZONING REQUIREMENTS:	
ZONE/USE:	RHIA, RHIB
MINIMUM LOT SIZE:	NONE
ACTUAL LOT SIZE:	15.009 ACRES (653,831 S.F.)
EMPLOYEE PARKING:	.71 ACRES (31,010 S.F.)
EXISTING WETLANDS:	.71 ACRES (31,010 S.F.)
TOTAL AREA:	16.429 ACRES (715,851 S.F.)

REQUIRED YARDS:	
FRONT:	10'
SIDE:	0'
REAR:	0'

VICINITY MAP



COSTCO WHOLESALE

KIRKLAND, WASHINGTON

PRELIMINARY SITE PLAN

JANUARY 09, 2008

P1.1-03



1110 112TH AVE. NE | SUITE 500
BELLEVUE, WA | 98004
1.425.463.2000 | 1.425.463.2002

MulvannyG2.com

92-1300-19
JANUARY 09, 2008
PRELIMINARY
SITE
PLAN

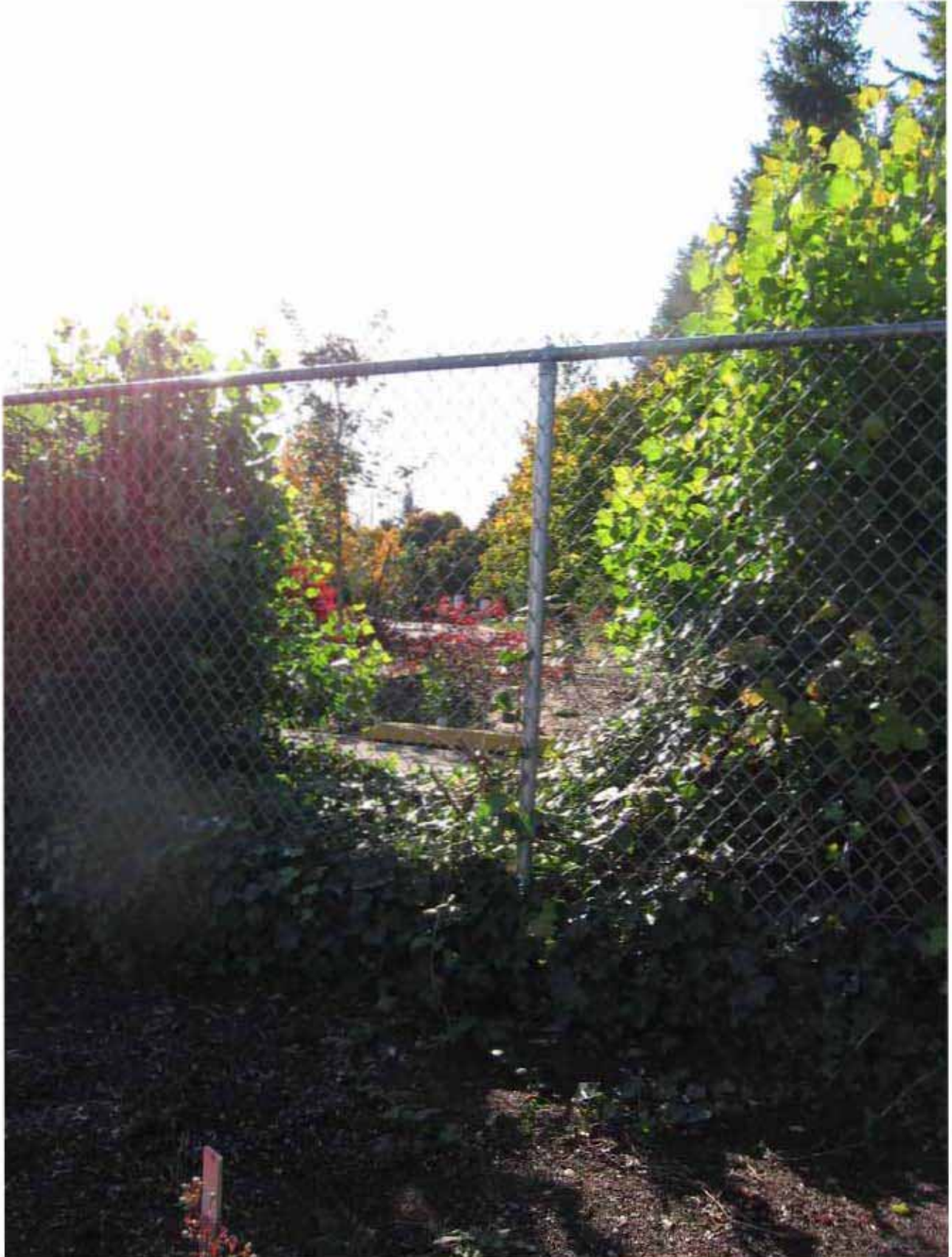


















CITY OF KIRKLAND123 FIFTH AVENUE ● KIRKLAND, WASHINGTON 98033-6189 ● (425) 587-3000

**DEPARTMENT OF PUBLIC WORKS
MEMORANDUM**

To: Janice Soloff, Senior Planner

From: Thang Nguyen, Transportation Engineer

Date: October 28, 2008

Subject: Costco Gas Station Traffic Impact Review

The purpose of this memo is to inform you that the proposed Costco Gas Station development has passed traffic concurrency.

Project Description

Costco is proposing to construct a 16 fueling position gas station at the northern portion of the existing Costco site. The project is estimated to generation 2,775 daily, 365 AM peak and 390 PM peak gross trips. Excluding the internal trips between the warehouse and the gas station, the project would generate approximately 970 daily, 150 AM peak and 150 PM peak net new trips (75 entering and 75 exiting). No additional driveway is proposed.

Trip Generation

The trip generation for the project was based on trip generation studies at existing Costco locations throughout the west coast. Table 1 summarizes the trip generation forecast. Compared to the trip generation data from the Institute of Transportation Engineers (ITE) Trip Generation Report 7th Edition, the net new trip generation used in the analysis is approximately 14% higher. A subsequent analysis of trip generation prepared by Kittelson & Associates studied three local Costco locations similar to Kirkland-Aurora Village, Woodinville and Issaquah. Because the Issaquah Costco is directly adjacent to the Costco Corporate Headquarter, the trip generation for that location is significantly higher and was not used for comparison because it didn't reflect the same characteristics as the Kirkland Costco. On average the Aurora Village and the Woodinville Costco gas station had a trip generation that is approximately 5% higher (approximately 20 trips) than the estimate for the proposed Kirkland Costco gas station. This difference is not significant. Thus, the trip generation estimate in the traffic analysis report is reasonable.

Table 1. Trip Generation Summary

			AM Peak	PM Peak	Weekend Peak
Land Use	Size	AWDT	Total	Total	Total
Gas Station	16 fueling position	2,775	365	390	410
Internal shared		(1,500)	(0)	(194)	(245)
Pass-by/diverted-linked trips		(305)	(215)	(46)	(50)
Net New		970	150	150	115

Trip Distribution and Assignment

The City's traffic model provided a general PM peak hour trip assignment for the proposed project. Further adjustments were made by the traffic consultant to reflect the project driveway locations.

Traffic Concurrency

The proposed project was tested for traffic concurrency and passed. The traffic concurrency notice is valid until January 28, 2009 at which time the development must obtain a development permit in order to receive a traffic concurrency certificate. If a development permit cannot be obtained prior to the expiration of the concurrency test notice then the applicant may request for a one year extension prior to the expiration of the concurrency test notice or the applicant will need to reapply for traffic concurrency.

Traffic Impact

The traffic analysis followed the City's Traffic Impact Analysis Guidelines (TIAG). The TIAG requires a Level of Service (LOS) Analysis using the Highway Capacity Manual Operational Method for intersections that have a proportionate share greater than 1%. Based on the traffic assignment presented in the traffic report, six off-site intersections and the project driveways were analyzed for traffic impact.

The City requires developers to mitigate traffic impacts when one of the following two conditions is met:

1. An intersection level of service is at E and the project traffic is more than 15% of the intersection proportional share.
2. An intersection level of service is at F and the project traffic is more than 5% of the intersection proportional share.

Based on the LOS analyses, all impacted intersections analyzed are forecasted to operate at an acceptable level of service (LOS-D). Furthermore, a sensitivity analysis was completed to assess the impact if trip generation is over estimated to be twice as much as what was assumed in the traffic impact analysis report. The result of the sensitivity analysis indicates that the analyzed intersections would operate with a slight increase in vehicle delay but at an acceptable level of service. Based on the mitigation criteria (as described above) within the City's TIA Guideline, specific off-site intersection improvement is not warranted.

The project driveway is calculated to operate at LOS-C or better. There are no known conditions that would preclude project traffic from entering and exiting the driveway safely. Thus, no specific mitigation is required.

Memorandum to Janice Soloff
 October 28, 2008
 Page 3 of 4

Staff agrees with the traffic report that there will be minimal cut-through traffic. The arterial streets are able to accommodate the additional traffic from the proposed gas station. The NE 85th Street corridor improvements such as signal coordination, additional left-turn lane at NE 85th Street/124th Avenue NE will provide better service through the corridor. There are traffic calming devices on 128th Avenue NE and NE 90th Street to minimize cut-through traffic. All the streets providing access to the gas station have the capacity to accommodate the increase project traffic.

On-site Traffic Assessment

Staff agrees with the traffic analysis that the best location for the Gas Station would be at the far north area of the site away from the retail warehouse as proposed by the applicant. The proposed location would minimize impact to on-site vehicle and pedestrian traffic circulation. It would also minimize queuing of vehicle onto the public streets. Furthermore, the proposed location would also have the least impact on retail customer parking and circulation, and provides better separation between retail and gas customer traffic without the use of public streets.

Staff is concern that the orientation for ingress into the gas station may not provide the best queuing position. Staff suggests analyzing the affect on parking supply and circulation if the gas station is oriented so that the ingress is from the north and exiting toward the south. This orientation funnels vehicles to the gas station in one parking drive aisle instead of through three parking drive aisles. However, there might be a greater impact on parking supply but staff is unable to make that determination until a more detail analysis is provided.

Parking

Based on the parking analysis, there would be a loss of 34 parking spaces but ample parking for the typical week days and weekend days. Costco is proposing to have a parking management that includes having employee park off-site during the holiday shopping seasons.

Off-site Transportation Improvements

Recognizing the community emphasis toward pedestrian safety and mobility, the applicant is volunteering to:

- Construct sidewalk along the east side of 120th Avenue NE between NE 90th Street to the south side of the Costco east parking lot.
- Complete the sidewalk along the south side of NE 90th Street from 120th Avenue NE to the Digio Development.
- Construct sidewalk along the south side of NE 90th Street from 122nd Avenue NE to 123rd Lane.

The proposed voluntary pedestrian improvements will provide better pedestrian connection and circulation in the vicinity of the project site. Staff supports the proposed pedestrian improvements.

Road Impact Fees

Per City's Ordinance 3685, Traffic Impact Fees per Impact Fee Schedule in effect February 1, 2008 is required for all developments. The fee for a gas station is \$9,151 per fueling position. The proposed project will have 16 fueling positions. The calculated road impact fee is \$146,416 (\$9,151 x 16). Final traffic fee will be determined at time of building permit issuance.

Memorandum to Janice Soloff
October 28, 2008
Page 4 of 4

Correction

Page 4 of the traffic impact report indicated that 120th Avenue NE has curb, gutter and sidewalk on the east side, this is not accurate. Sidewalk exists only along the Costco parking lot frontage on the east side of 120th Avenue NE. Curb, gutter and sidewalk exist along the west side of 120th Avenue NE.

The 5th paragraph of page 18 of the TIA report indicated there are two driveways to the main warehouse. Costco has a total of four driveways, three to the main warehouse and one to the employee parking area.

Staff Recommendations

Staff recommends approval of the proposed gas station with the following conditions:

- Pay road impact fee
- Construct sidewalk along the east side of 120th Avenue NE between NE 90th Street to the south side of the Costco east parking lot.
- Complete the sidewalk along the south side of NE 90th Street from 120th Avenue NE to the Digio Development.
- Construct sidewalk along the south side of NE 90th Street from 122nd Avenue NE to 123rd Lane.
- Provide for staff review an analysis showing alternative orientation of the gas station that could improve queuing and lessen the impact on site circulation and parking near the gas station.

If you have questions or clarification, please contact me at x3869.

cc: Rob Jammerman, Development Engineer Manager
file

MEMORANDUM

Date:	October 27, 2008	TG:	07406.00
To:	Thang Nguyen, City of Kirkland		
From:	Dan McKinney, Jr. – Transpo Group		
cc:	Chris Ferko, Barghausen Kim Sanford, Costco		
Subject:	Costco Gas Station – Supplemental Trip Generation and Site Design Information		

This memorandum provides additional information to the planning commission regarding supplemental trip generation and site design information for the proposed Costco Gasoline fuel station.

Trip Generation

As documented in the Kirkland Costco Gas Station TIA, the proposed Costco Gasoline fuel station is a unique use. The trip generation analysis for the fuel station was based on data collected at 24 representative Costco Gasoline facilities, which is the most appropriate and accurate way to estimate trip generation for this type of unique use. The data was collected over the past seven years at facilities in California, Arizona, New Mexico, and Washington. To ensure that the data was representative of expected conditions at the Kirkland facility, additional data was collected at two other local Puget Sound locations: Woodinville and Aurora Village.

The supplemental trip generation information along with discussion related to the original trip generation study is summarized in the attached Memorandum from Kittleson and Associates. The supplemental trip generation data shows that the trip rates for the local sites fall within 4-6 percent of the average PM peak hour rate used in the Kirkland Costco Gas Station TIA and confirm the accuracy of the TIA conclusions. The variance between the TIA data and the supplemental data is less than 10 additional PM peak hour vehicle trips. This slight increase would have no impact on the results of the overall intersection operations reported in the TIA or the TIA conclusions on the potential traffic impacts associated with construction of the fuel facility.

Sensitivity Test

In addition, to ensure a conservative analysis, a sensitivity test was completed to evaluate the impact to the level of service at off-site intersections if the amount of net new traffic was doubled from what is anticipated to be generated by the addition of a Costco Gasoline station. This included increasing the number of net new trips from 150 to 300 PM peak hour trips. As shown in Table 1, even with this conservative assumption the overall PM peak hour level of service would remain at acceptable levels and fall within the City's adopted LOS D standard.

Table 1. Sensitivity test showing results of doubling project trip impact

Intersection	2010 With Project			2010 With Project Doubled		
	LOS ¹	Delay ²	V/C ³ or WM ⁴	LOS	Delay	V/C ³ or WM ⁴
<u>Unsignalized</u>						
NE 90th Street/120th Avenue NE	B	10.5	-	B	13.5	-
NE 90th Street/122nd Avenue NE	B	11.2	-	B	12.8	-
<u>Signalized</u>						
NE 90th Street/124th Avenue NE	C	34.5	0.90	C	34.9	0.91
NE 85th Street/120th Avenue NE	C	34.9	0.95	D	39.3	0.96
NE 85th Street/122nd Avenue NE	B	17.4	0.76	B	17.8	0.80
NE 85th Street/124th Avenue NE	D	48.6	0.94	D	49.5	0.94

Source: The Transpo Group, 2008

1. Level of service, based on 2000 Highway Capacity Manual methodology.

2. Average delay in seconds per vehicle.

3. Volume-to-capacity ratio reported for signalized intersections.

4. Worst movement or approach reported for Stop-controlled intersections; worst movement not reported for all-way stop intersections.

On-Site Location

The on-site location of the gas station will have little to no impact on the off-site traffic operations evaluated in the TIA but could affect parking, circulation, pedestrian safety, and the utilization of driveways. The benefits and constraints to locating the Costco Gasoline station on alternative areas of the site are described below.

East Parking Lot

This location is separated from the main Costco parking lot across from 120th Avenue NE and is often referred as the Employee Parking Lot.

Benefits: Away from pedestrian activity occurring in the Costco main parking lot.

Constraints: The east parking lot is too small of an area to accommodate the Gasoline fuel station. Traffic flow between the east parking lot and the main parking lot would increase and the off-set driveway configuration is not optimal to handle the increased traffic flow.

Conclusion: Locating the Gasoline fuel station in the East Parking Lot is not an option given the constrained size.

Main Parking Lot – East Side

This location is directly in front of the main entrance in an area of high parking utilization.

Benefits: There are no benefits from a transportation perspective to locating the Gasoline fuel station close to the main entrance.

Constraints: Gasoline fuel station traffic would exacerbate congestion back-ups occurring at the main entrance. Because of its close proximity to the main entrance, parking in this location is desirable and highly utilized. Pedestrians/patrons would need to walk further to/from available parking.

Conclusions: Locating the Gasoline fuel station here would be the least desirable as it would take away prime parking, create congestion around the main entrance, force patrons to walk further with more potential interactions with vehicles.

Main Parking Lot – West Side

This location is along the west side of the site in front of the truck loading area and parking in this area is frequently full.

Benefit: This location is already zoned to allow a Gasoline fuel station and is away from the high pedestrian activity near the main entrance.

Constraints: The primary constraint would be the impact to parking. Parking in this area is desirable and is located closer to the warehouse than the north parking lot. Delivery trucks also circulate through this area and the design would be impaired by the need to accommodate through movements of delivery trucks.

Conclusion: Although the west side of the main parking lot is an option that would not require any changes to the zoning, construction at this location would also require the removal of prime parking and negatively alter internal vehicular circulation near the store entrance.

North Parking Lot

The north parking lot is located furthest away from the warehouse in the parking area north of NE 90th Street.

Benefits: The site is located furthest from the main entrance allowing separation between the vehicle use at the Gasoline fuel station and pedestrian activity at the warehouse. Parking would be least impacted as the north parking lot is the least desirable parking area. This area is away from the truck circulation routes for deliveries to the main warehouse.

Constraints: A zoning change is required to allow a Gasoline fuel station in the north parking lot.

Conclusion: This is the most desirable location because it is furthest from the warehouse in and area of low pedestrian activity and less desirable parking.

NE 90th Street Access

With the development of the Costco Gasoline fuel station, the NE 90th Street access will likely see increased use. The terminus of NE 90th Street where it intersects with the Costco parking lot currently operates at level of service A with an average vehicle delay of less than 10 seconds, and will continue to do so in the future, with or without the addition of the gas station. If the facility is constructed at the preferred North Parking Lot location, any queues at the gas station would remain on-site and not back up to the access driveways or hinder inbound and outbound circulation or overflow onto neighborhood streets. The North parking lot is the least utilized of the three parking lots, so the number of pedestrians crossing at this location is less than the number of pedestrians crossing and accessing vehicles in the Main parking lot. There are a number of options for improving pedestrian and vehicle circulation at the terminus of NE 90th Street and the best alternative will be identified after the amendment is approved when a more comprehensive site plan is completed.

Pedestrian Circulation

Most of the pedestrian activity and circulation is concentrated closest to the warehouse entrance. Utilizing the north parking would provide for the least amount of vehicular/pedestrian conflict points. Parking in this area is also the furthest away and least desirable and would only be used during peak conditions.

There is an existing striped pedestrian path that runs along the east end of the north parking lot that connects the neighborhood to the north with the sidewalk system on NE 90th Street. This would remain with the development of a Gasoline fuel station. This pedestrian path would direct pedestrians away from any vehicles circulating around the gas station. The only vehicle/pedestrian interaction would occur at the internal intersection at the terminus of NE 90th Street. This pedestrian crossing will occur at an all-way stop controlled intersection with a clearly striped pedestrian crossing. Providing for safe pedestrian mobility through the site will be a primary consideration during the on-going design of the site plan.

**KITTELSON & ASSOCIATES, INC.**

TRANSPORTATION ENGINEERING / PLANNING

101 S Capital Boulevard, Suite 301, Boise, ID 83702 P 208.338.2683 F 208.338.2685

MEMORANDUM

Date: October 27, 2008 Project #: 9767.0
To: Chris Ferko, Barghausen Consulting Engineers, Inc.
From: Sonia Hennum, P.E. & Yuri Mereszczak
Project: Kirkland Costco Gasoline Fuel Station Addition
Subject: Additional Trip Generation Information
cc: Kim Sanford, Costco Wholesale
Dan McKinney, The Transpo Group

This purpose of this memorandum is to provide supplemental trip generation information related to the proposed addition of a Costco Gasoline fuel station to the existing Costco warehouse in Kirkland, Washington. This memo contains additional data on Seattle metro area specific Costco Gasoline facilities as well as a comparison of the Kirkland site to other area facilities.

For the past seven years Kittelson & Associates, Inc. (KAI) has developed and maintained a trip generation database for Costco to ensure that their site planning and development work is based on the best possible information related to the unique travel patterns and operations associated with Costco warehouses and Costco Gasoline fuel stations. The data is based on a large number of representative Costco Gasoline sites, large data sample sizes, and includes recent information. As such, it is reflective of Costco Gasoline facility operations. These trip generation rates and trip characteristics were obtained using ITE-approved methodologies (Reference 1), have been approved in numerous jurisdictions in Washington and elsewhere, and have been validated by land use planning staff in several cases through independent peer study during the development review process. The information summarized in this memorandum reflects the data used by Costco for its transportation planning, and it provides an accurate confirmation of the expected trips generated by the proposed Kirkland Costco Gasoline fuel station.

SUMMARY OF DATABASE INFORMATION

The trip generation rates outlined in this memorandum were developed from data collected at over 24 other representative Costco Gasoline facilities located throughout the U.S. Some information has been summarized from reports prepared by other consultants; however, most data has been collected by KAI in the past 5 years. Costco has invested significant effort into developing this use-specific trip generation database for both their warehouses and their fuel stations because of the unique characteristics of Costco customer travel that exist due to membership requirements and the particular nature of Costco sales. These unique elements apply to the trip generation for Costco warehouses, Costco Gasoline fuel stations, and the interaction of trips between the two uses. Costco is a specialized use that may not be adequately be characterized by the generalized land uses commonly found in standard reference manuals used by transportation professionals (such as the *ITE Trip Generation Manual*). In cases such as this, the industry accepted methodology for estimating the likely trip generation for the unique fuel station use, is to extrapolate from data collected at other similar Costco sites. This approach is recommended *ITE Trip Generation Manual*, which states that site or land use specific data should be used whenever possible (Reference 1).

In all cases, the trip generation data has been collected by manual or tube vehicle counts at existing Costco Gasoline facilities. Information related to internal trip capture and pass-by trip percentages was collected by interviewing Costco Gasoline members about their trip patterns as they were purchasing fuel.

COSTCO GASOLINE TRIP CHARACTERISTICS

The data collected at existing Costco Gasoline sites indicate the following general trip generation characteristics:

- Costco Gasoline fuel stations are an ancillary use for the warehouse and there is a large proportion of shared trips between the two.
- The fuel stations are member-only and require a membership card for pump activation.
- Credit card is the only method of payment at the fuel stations and they do not provide any other services (automotive or convenience) besides gas.
- The fuel stations are staffed by a minimum of one attendant who is trained to help members operate the pumps and direct waiting vehicles to open pumps to manage on-site queuing and circulation.
- The peak activity time on-site at Costco Gasoline facilities occurs during the weekend (Saturday) midday peak (between noon and 2 p.m.).

Table 1 summarizes the trip generation characteristics observed by traffic counts and customer surveys at other Costco Gasoline facilities for total gas station trip generation rates, internal trip capture between the fuel station and the warehouse, and pass-by trip capture from the surrounding street system.

Table 1
Costco Gasoline Trip Generation Characteristics

Trip Characteristic	Weekday Daily	Weekday AM Peak Hour	Weekday PM Peak Hour	Weekend Peak Hour
Total Trip Rate	173.4 trips/fuel position	22.8 trips/fuel position	24.3 trips/fuel position	25.6 trips/fuel position
Internal Trip Percentage	54%	0%*	50%	60%
Pass-by Trip Percentage**	N/A	97%***	24%	29%
* Warehouse not open in AM peak				
** Percentage of external trips				
*** Small sample size – recommend use of general ITE rate instead (58%) for conservative analysis				

As indicated in the table, the unique nature of Costco operations and its membership requirements result in different trip characteristics than those observed at the standard fuel stations summarized in the *ITE Trip Generation Manual*. The percentage of pass-by trips at Costco fuel stations is considerably lower than that quoted in the ITE manual for typical fuel stations. Correspondingly, membership requirements also have a significant effect on trip internalization (or sharing of trips) between the warehouse and the fuel station. Fewer people exclusively visit a Costco fuel station (in comparison to a typical stand alone station) because they have another primary purpose for visiting the site (that being a trip to the warehouse).

Internal Trips

A key finding from the studies conducted at Costco facilities is the fact that approximately 50% of the weekday p.m. peak hour trips to and from Costco fueling stations are *internal capture trips*. Internal capture trips account for those customers who patronize both the warehouse and the gasoline pumps during a single visit to the Costco site. As such, although they account for a trip to both the warehouse and the fuel station, they only account for one overall vehicle trip to the site and on the surrounding transportation system. Table 1 shows that, based on studies including customer surveys at Costco fuel stations and membership card transaction data, on average 50% of the customers buying gas during the weekday p.m. peak hour are customers whose main purpose to the site is to visit the Costco warehouse. At some sites this number ranges as high as 75% but for the purposes of this analysis a conservative average estimate is used.

Pass-by Trips

Another key trip characteristic that must be considered is that of pass-by trip capture. Pass-by trips represent customers (and trips) that are currently traveling on the surrounding street network for some other primary purpose (such as a trip from work to home) and stop into the site en route during their normal travel. As such, pass-by trips do not result in a net increase in traffic on the surrounding transportation system and, typically, their only effect occurs at the site access driveways where they become turning movements. Table 1 shows that, based on studies including customer surveys at Costco fuel stations and membership card transaction data, on average 28% of the customers buying gas during the weekday p.m. peak hour can be classified as pass-by trip capture from the surrounding street system. This is lower than the average quoted in the *ITE Trip Generation Handbook* for typical service stations (45%) and, again, is attributable to the unique travel characteristics that result from Costco's membership requirements (Reference 2).

RESULTANT TRIP GENERATION ESTIMATE

The trip generation rates for Costco Gasoline summarized in Table 1 were used by The Transpo Group, Inc. in the Kirkland Costco Gas Station Transportation Impact Analysis to convert to actual trips based on the proposed development plan for the Kirkland Costco Gasoline project (Reference 3). This overall trip generation estimate for the proposed Kirkland Costco Gasoline addition used for the TIA is provided in Table 2.

Table 2
Kirkland Costco Gasoline Addition Trip Generation

	Size	Weekday Daily Trip Ends ¹	Weekday AM Peak Hour Trip Ends	Weekday PM Peak Hour Trip Ends	Weekend Peak Hour Trip Ends
Costco Gasoline	16 FP	2,775	365	390	410
Internal Trips (54%, 0%, 50%, 60%)		(1,500)	(0) ²	(194)	(245)
Total External Trips		1,275	365	196	165
Pass-by Trips (24%, 58%, 24%, 29%)		(305)	(215)	(46)	(50)
NET NEW TRIPS		970	150	150	115

Source: Kirkland Costco Gas Station TIA, The Transpo Group, Inc. (August 2008)

¹Two trip ends equals one vehicle inbound and outbound.

²Costco warehouse is not open during the AM peak hour

ADDITIONAL SEATTLE METRO AREA COSTCO DATA

In response to the City of Kirkland questions, Kittelson & Associates, Inc. conducted additional trip generation studies for the proposed Kirkland site. Specifically, questions were raised regarding:

- Are the sites contained in the trip generation database representative of the Seattle metro area and the Kirkland location in particular?
- Is the Kirkland site an average Costco location in terms of activity level or is it a busier than average location and should therefore have a higher trip generation estimate than average conditions?
- Does the Costco trip generation database reflect recent conditions and any fluctuations in trip generation to Costco Gasoline facilities that may be occurring due to current gas prices?

To address these questions, KAI worked with Costco to review nearby existing Costco Gasoline locations to determine which were the most similar to Kirkland in terms of warehouse activity level, geographic location, and urban surrounding. From this review, two nearby Costco warehouses were identified: the Aurora Village Costco located at 1175 North 205th Street in Seattle, Washington and the Woodinville Costco located at 24008 Snohomish-Woodinville Rd SE in Woodinville, Washington. Traffic counts at the gas stations of both these sites were collected on Wednesday, September 24, 2008 during the p.m. peak hour. In addition, sales and door count data the Issaquah Costco located at 1801 10th Avenue NW in Issaquah, Washington were included in the comparative analysis.

Table 3 provides the results of a comparative analysis of door counts, sales volume data, and total p.m. peak hour trips ends between the Kirkland, Aurora Village, Woodinville, and Issaquah warehouses.

Table 3
Seattle Metro Area Costco Comparative Analysis

	LOCATION			
	Kirkland	Aurora Village	Woodinville	Issaquah
Annual Warehouse Door Count	1,401,287	1,680,139	1,202,517	1,818,779
<i>Percent Difference from Kirkland</i>	<i>N/A</i>	<i>+20%</i>	<i>-14%</i>	<i>+23%</i>
Warehouse Sales Volume as a Percent Difference of Kirkland Site	N/A	+36%	+4%	+50%
Total PM Peak Hour Trip Ends	390 ¹	405	415	N/A
<i>Percent Difference from Kirkland</i>	<i>N/A</i>	<i>+4%</i>	<i>+6%</i>	<i>N/A</i>

¹ Estimate from Kirkland Costco Gas Station TIA, The Transpo Group, Inc. (August 2008)

The following key conclusions can be drawn from the collected data:

- The two additional locations counted, Aurora Village and Woodinville, were found to have very similar p.m. peak hour trip generation with an average of 410 total weekday p.m. peak hour trip ends.
- While this p.m. peak hour trip generation is slightly higher than the p.m. peak hour trip ends assumed in the project traffic impact study (390 trip ends), it reflects only an average of 20 additional total trip ends or 10 additional total peak hour vehicles. The 5% variance between the counts and Kirkland traffic impact study is not a significant difference that would change or negate any of the conclusions or recommendations outlined in the Transpo Group traffic impact study.
- Gas prices during the time that traffic counts were collected at the Aurora Village and Woodinville sites averaged \$3.70 per gallon in the Seattle area. While not absolute highs, these prices are substantially higher than average levels over the past six months. As such, it can be concluded that the effect increasing gas prices potentially have on trip generation to Costco Gasoline stations has been reflected in these counts. It was found that the counts were within the range of that anticipated from data in the Costco trip generation database and in line with the trip generation assumptions used in the original traffic study. Therefore, it can be concluded that the trip generation used for the Kirkland location is a representative estimate of the likely number of trips expected under current economic conditions.
- The overall weekday p.m. peak hour trip rates for the gasoline stations in the KAI database range from 10.0 trips/fueling position to 35.3 trips/fueling position. However, the majority of the sites, greater than two-thirds, have trip rates that lie within the range of 22.0 to 32.0 trips/fueling position. The trip rates for the Aurora Village and Woodinville gas stations are 25.3 trips/fueling position and 25.9 trips/fueling position, respectively. Both of these gas stations have trip rates which fall within the range of the majority of the sites within the database. This indicates that factors such as economic conditions and gas prices have not resulted in significant changes in the current activity level at Costco Gasoline fuel stations.
- While the Woodinville Costco location has a lower annual door count than the Kirkland location, all of the other activity indicators at Aurora Village, Woodinville, and Issaquah were found to be higher than the Kirkland location. This indicates that the existing Kirkland Costco location is not higher in activity or a busier location than typical for the region and that the information in the Costco trip generation database is an appropriate indicator of anticipated conditions at the new fuel station in Kirkland.
- Finally, the gas station at the Issaquah location was not counted due to its unique nature. The Issaquah Costco is located directly adjacent to the Costco Wholesale corporate offices. As such, it has an unusually high activity level due to the large number of Costco employees who shop there on a frequent basis as is reflected in the significantly higher door count and sales numbers than other locations. It therefore cannot be considered a reasonable or representative indicator for any other Costco location.

In conclusion, the results of this study indicate that the trip generation estimate used for the Kirkland Costco gas station traffic impact analysis is reasonable and appropriate indicator of the

likely level of activity. The data collected at similar sites in the Seattle metro area support this estimate. We trust this memorandum provides sufficient additional data to address the questions raised regarding the anticipated trip generation characteristics of the proposed Kirkland Costco Gasoline fuel station addition. If you have any questions or concerns please contact us at 1-866-900-2683 or shennum@kittelsohn.com.

REFERENCES

1. Institute of Transportation Engineers. *7th Edition, Trip Generation Manual*. 2003.
2. Institute of Transportation Engineers. *2nd Edition, Trip Generation Handbook*. 2003.
3. The Transpo Group, Inc. *Kirkland Costco Gas Station Traffic Impact Analysis*. August 2008

Attachment A – Traffic
Count Data



16285 SW 85th Ave, Ste 302

Tigard, OR 97224

Ph:503-620-4242

Date of Count: 9/24/2008

Time Period: 4 to 6 PM

Vehicles Entering Gas Station

	Aurora Villiage Costco Gas Station 1175 North 205th Street Seattle, Washington 98133	Woodinville Costco Gas Station 24008 Snohomish-Woodinville Rd Woodinville, Washington 98072
4:00 PM	12	14
4:05 PM	18	14
4:10 PM	12	18
4:15 PM	14	16
4:20 PM	16	13
4:25 PM	20	24
4:30 PM	11	20
4:35 PM	18	19
4:40 PM	14	22
4:45 PM	24	14
4:50 PM	13	15
4:55 PM	18	13
5:00 PM	16	18
5:05 PM	21	16
5:10 PM	14	13
5:15 PM	17	11
5:20 PM	20	13
5:25 PM	11	11
5:30 PM	20	10
5:35 PM	15	17
5:40 PM	18	22
5:45 PM	18	18
5:50 PM	14	13
5:55 PM	11	18
Total	385	382

Costco Street Vacation

Street Vacation
Portions of NE 90th St
and 118th Ave NE
(Ordinance 3281)

NE 90th St

120th Ave NE

Costco



XV.F/G. NE 85TH STREET SUBAREA PLAN

viability, consistent with the other goals and policies of this Subarea Plan.

Policy NE85-3.2:

Prohibit individual retail or wholesale uses that occupy more than 65,000 gross square feet in the NE 85th Street Subarea. Note, however, exceptions for Area RH-1a and Area RH-2a as described in Policies NE85-4.1a and NE85-4.2a.

Policy NE85-3.3:

Limit commercial development to the NE 85th Street commercial area as defined by the land use designations in Figure NE85-2, NE 85th Subarea Land Use. Except as provided in Policy NE85-3.7, do not allow such development to spread into the adjoining residential neighborhoods.

Policy NE85-3.4:

Require that all new and remodeled commercial development be subject to appropriate architectural and site design standards, in order to improve the appearance of the commercial area, and to assure appropriate transition and buffering between the commercial area and the adjacent residential areas.

Policy NE85-3.5:

Utilize zoning incentives or other techniques to encourage commercial redevelopment in the Subarea.

Policy NE85-3.6:

Upgrade public infrastructure to support commercial redevelopment in the Subarea.

Policy NE85-3.7:

The parcel fronting on 124th Avenue NE and located immediately north of the existing automobile dealership on the northeast corner of NE 85th Street and 124th Avenue NE is appropriate for conversion from low-density residential use to commercial use due to the following factors:

- (1) The parcel fronts on a principal arterial; and
- (2) The parcel abuts and would functionally serve an established commercial use fronting on NE 85th Street; and
- (3) The size of the parcel is less than 25 percent of the size of the established commercial uses it would serve; and
- (4) The site lies within close proximity (less than 1/2 mile) of the I-405 interchange; and
- (5) Development standards contained in Policy NE85-4.5 will ensure that the potential impacts on surrounding uses resulting from commercial use of this parcel will be minimized.

Goal NE85-4: Using the RH (Rose Hill) prefix, designate areas within the Subarea that need site-specific development standards.

Policy NE85-4.1a:

Area RH-1a:

This area contains a well-established, large regional retailer. Allow this use to continue.

Policy NE85-4.1b:

Area RH-1b:

Limit new development to accessory parking for the commercial development in Area RH-1a, or alternatively to light industrial uses that generate minimal traffic. Do not allow uses that have high traffic generation, such as most retail uses. Observe wetland constraints and observe all applicable wetland and sensitive area regulations.

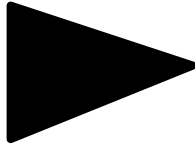
Policy NE85-4.2a:

Area RH-2a:

Land use:

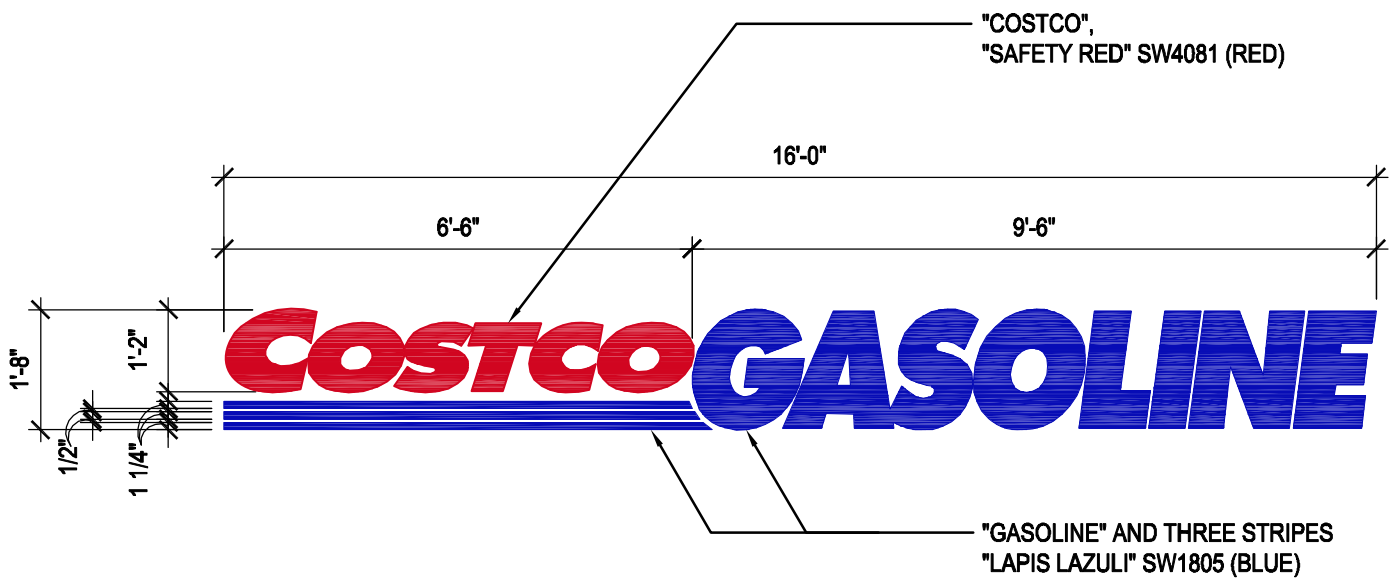
Require retail uses (including car dealer), and permit office and/or residential uses. Require retail use to be the predominant ground level use. However, discourage large, singular retail

*Insert:
Allow retail sale of
fuel on the north side
of NE 85th if ancillary
to commercial development
in RH 1A.*

RH 1B Zone
Section 53.12

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use... THEN, across for REGULATIONS												
Section 53.12	USE ↓ ↑ REGULATIONS	Required Review Process	MINIMUMS				MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Req'd Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.01 5	Vehicle Service Station See Special Regs. 1 and 2	D.R., Chapter 142 KZC	22,500 sq. ft.	20'	15'	15'	80%	30' above building elevation	A	E See Special Reg 5.	See KZC 105.25	<div><div>1. This use is permitted only north of NE 90th Street as an accessory use to a commercial use located in RH 1A.</div><div>2. Gas pump islands must be located at least 20 feet from all property lines. Canopies or covers over gas pump islands must be located at least 10 feet from all property lines. Outdoor parking and service areas must be located at least 10' from all property lines.</div><div>3. See KZC 95.40. (6) and (7) required landscaping, for additional regulations.</div><div>4. The following right of way improvements must be installed:<div><div>a. Half street improvements including vertical curb, five foot wide sidewalk and 4.5 foot wide landscape strip planted with street trees adjacent to the curb in the following locations:<div><div>i. Along the south side of NE 90th Street between 120th Avenue NE and the existing sidewalk west of 122nd Ave. NE.</div><div>ii. Along the south side of NE 90th Street between 122nd Avenue and 123rd Lane NE.</div><div>iii. Along the east side of 120th Avenue NE between NE 90th Street and the existing sidewalk to the south.</div></div></div><div>b. Crosswalk markings at the intersection of NE 90th Street and 122nd Avenue NE.</div></div><div>Minor deviations may be approved by the Public Works Director. If improvements will result in impacts to adjacent wetlands, they must comply with Chapter 90, Drainage Basin requirements.</div><div>5. Basic water quality treatment for the surface water discharge from the parking lot located southwest of the of the intersection of NE 90th Street and 120th Ave NE. The treatment shall meet the specifications of the 1998 King County Surface Water Design Manual, or equivalent approved by the Public Works Dept.</div><div>6. Internal or exterior illuminated signs are prohibited on the north and east sides of gas pump islands or canopies.</div></div></div>



GAS STATION CANOPY SIGNAGE

4

SCALE: 3/8" = 1'-0"

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COSTCO WHOLESALE
KIRKLAND, WASHINGTON

92-1300-21
PM: LISA HORN
OCTOBER 2, 2008

PROPOSED SIGNAGE DETAILS

EXHB L-1

Janice Soloff

From: Pat Roche [waynepat1975@verizon.net]
Sent: Sunday, October 12, 2008 8:22 PM
To: Janice Soloff
Subject: Costco Gas Station

Hi,

Just a note in support of the proposed Costco gas station.

Pat Roche
11202 NE 100th Street
Kirkland, WA 98033

Janice Soloff

From: Wendy Murakami [wendyinseattle@hotmail.com]

Sent: Monday, October 13, 2008 9:14 PM

To: Janice Soloff

So excited to hear about the Kirkland Costco starting the process for a gas station! Now I only fill up when I am at the Woodinville or Issaquah locations. This will be great, as long as they can control the traffic.

~Wendy

See how Windows Mobile brings your life together—at home, work, or on the go. [See Now](#)

From: karen@tinyisland.com [mailto:karen@tinyisland.com]
Sent: Wednesday, November 05, 2008 4:47 PM
To: Janice Soloff
Cc: KirklandCouncil
Subject: Comment re: CASE ZON07-00017, Costco's request to allow a vehicle service station for gas sales

Dear Planning Commission,

I am writing to request that you deny CASE ZON07-00017, Costco's request to allow a vehicle service station for gas sales. I have the following concerns:

1. Existing traffic congestion - The Costco approach roads and parking area are already extremely congested. I don't believe the freeway offramp, NE 85th/120th Ave NE intersection, or 120th Ave NE can handle any additional traffic.
2. Existing gas stations - There are already two gas stations at the NE 85th/120th Ave NE intersection, as well as several others farther east. I don't think we need yet another gas station in this vicinity.
3. Light pollution - I live across the freeway from Costco and I am concerned about additional bright lights visible from my home. There is already a lot of ambient light from businesses on the east side of the freeway, and I do not want to see more.

You may find these articles about light pollution of interest:

<http://www.darksky.org/mc/page.do>
<http://www.crlaction.org/>

Sincerely,
Karen Story
9017 Slater Ave NE
Kirkland WA 98033
(No postal mail reply needed)